(b) if so, the details thereof and Government's reaction thereto?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI MADHAVSINH SOLANKI): (a) A delegation of Chakma refugees from the Chittagong Hill Tracts in Bangladesh, who are presently in relief camps in Tripura, met with Indian authorities in New Delhi in September, 1991 and presented a memorandum. The memorandum, *inter alia*, calls for the restoration of land occupied by non-tribals to the original owners and for the withdrawal of all military and paramilitary forces from the Chittagong Hill Tracts.

(b) The Government considers the Chakmas' demands relating to the situation in the Chittagong Hill Tracts as an internal matter of Bangladesh. As regards the Chakma refugees in Tripura, we would like them to return voluntarily to their homes in Bangladesh at the earliest. We have repeatedly taken up the matter with the Bangladesh Government and requested them to take necessary steps which will give these refugees the confidence to return to their homes voluntarily and at the earliest.

Pakistani charges against India in the matter of Kashmir

1689. SHRI BEKAL UTSAHI: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that Pakistan's Minister of State for Foreign Affair, Mr. M. Saddique Khan Kanju in his recent address to the UN General Assembly on September 30, 1991 charged India with repression of the people of Kashmir, denying them the so-called right of self-determination and intransigent attitude;

(b) whether he also contested India's assertion that violence in Kashmir was engineered by Pakistan and claimed that the uprising in the State was entirely indigenous and spontaneous; and

(c) if so, what was India's reaction thereto?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI MADHAVSINH SOLANKI): (a) and (b) Yes. Sir.

(c) The Indian representative responded the same day and effectively countered all these charges and allegations. He drew attention to Pakistan's open interference in India's internal affairs and highlighted its support to terrorism in Jammu and Kashmir.

Amount released for the maintenance of National Highways in Andhra Pradesh

1690. DR. NARREDDY THULASI REDDY: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) what was the amount released by the Central Government to the Government of Andhra Pradesh during 1990-91 and 1991-92 for the maintenance of national highways in the State;

(b) whether it is a fact that the amount released is insufficient for the maintenance of national highways in the State; and

(c) if so, what steps are being taken in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) The amount released to the Government of Andhra Pradesh for the maintenance of National Highways during 1990-91 and 1991-92 is as follows:—

	Rs. in lakhs
1990-91	1328.28
1991-92	1007.22 (as on date)

(b) The requirements for maintenance and repair of National Highways are worked out on the basis of approved norms devised by a High

Level Technical Committee. However, the available allocation of funds has been deficient to the extent of about 40 per cent of the requirement. Accordingly, the allocation of funds to the States has to be made on similar pro-rata basis.

(c) Efforts are made from year to year to get the allocations for maintenance increased to be at par with the normal requirements within the overall availability of resources. However, simultaneously development works are being taken up on most of the National Highways to improve their condition.

Development of Buckingham Canal

@1691. SHRI PRAGADA KOTAIAH: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether there is any proposal under Government's consideration to develop the Buckingham Canal with a view to facilitate Navigation from Kakinada to Madras; and

(b) if so, what is the cost of converting the Buckingham Canal into Navigation Canal, the extent of cost to be borne by Andhra Pradesh and Tamil Nadu States and the amount to be borne by the Central Government?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) Central Government have projected a proposal for integrated development of canals for navigation between Madras and Kakinada as Centrally Sponsored Scheme in the 8th Plan which is yet to be finalised. The estimated project cost converting of Buckingham Canal into navigation canal is Rs. 33.92 crores. As Centrally Sponsored Scheme 50 per cent of the estimated cost has to be proportionately shared between the State Governments of Andhra Pradesh and Tamil Nadu and the balance 50 per cent by the Central Government.

@Previously Unstarred Question 901, transferred from 29th November, 1991.

सिहोरा-जबलपुर सड़क पर फंसे हुए वाहन

1692. श्री शिव प्रसाद चनपुरिया : क्या जल-सतह परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) भारी वर्षा के कारण अगस्त, 1991 में राष्ट्रीय राजमार्ग सं० 7 पर सिहोरा और जबलपुर शहर के बीच सड़क में आई दरार और उसके पानी में बह जाने के कारण वहां कितने वाहन फंस गये थे और वे कितने दिनों तक वहां फंसे रहे और उन्हें यातायात जारी रखने के लिए किस वैकल्पिक ग्रामीण मार्ग का सहारा लेना पड़ा था; और

(ख) क्या सरकार ऐसी आपात स्थिति में निर्बाध आवागमन के लिए उक्त वैकल्पिक ग्रामीण मार्ग का विकास करने पर विचार करेगी ?

जल-सतह परिवहन संबंधी राज्य मंत्री (श्री जगदीश टाइटलर) : (क) जी, हां। 442/10 कि०मी० में पुल के पुनर्निर्माण के लिए बनाए गए डाईवर्शन पर पानी भर जाने के कारण अगस्त, 1991 में मध्य प्रदेश में रा० रा० 7 पर सिहोरा और जबलपुर के बीच यातायात में कुल 260.5 घंटे के लिए तीन बार व्यवधान पड़ा। तथापि, बाढ़ उतरने के पश्चात् यथा सम्भव शीघ्र यातायात को बहाल कर दिया गया था। ऐसे मामलों में फंसे हुए वाहनों की गिनती नहीं रखी जाती। यातायात-व्यवधान की अवधि में वाहन सिहोरा-मझोली-कटांगी-जबलपुर के वैकल्पिक रूट का प्रयोग कर सकते थे।

(ख) जी, नहीं। राष्ट्रीय राजमार्गों से इतर सड़कों के लिए राष्ट्रीय राजमार्ग निधियों का इस्तेमाल नहीं किया जा सकता।